

FIG. 2

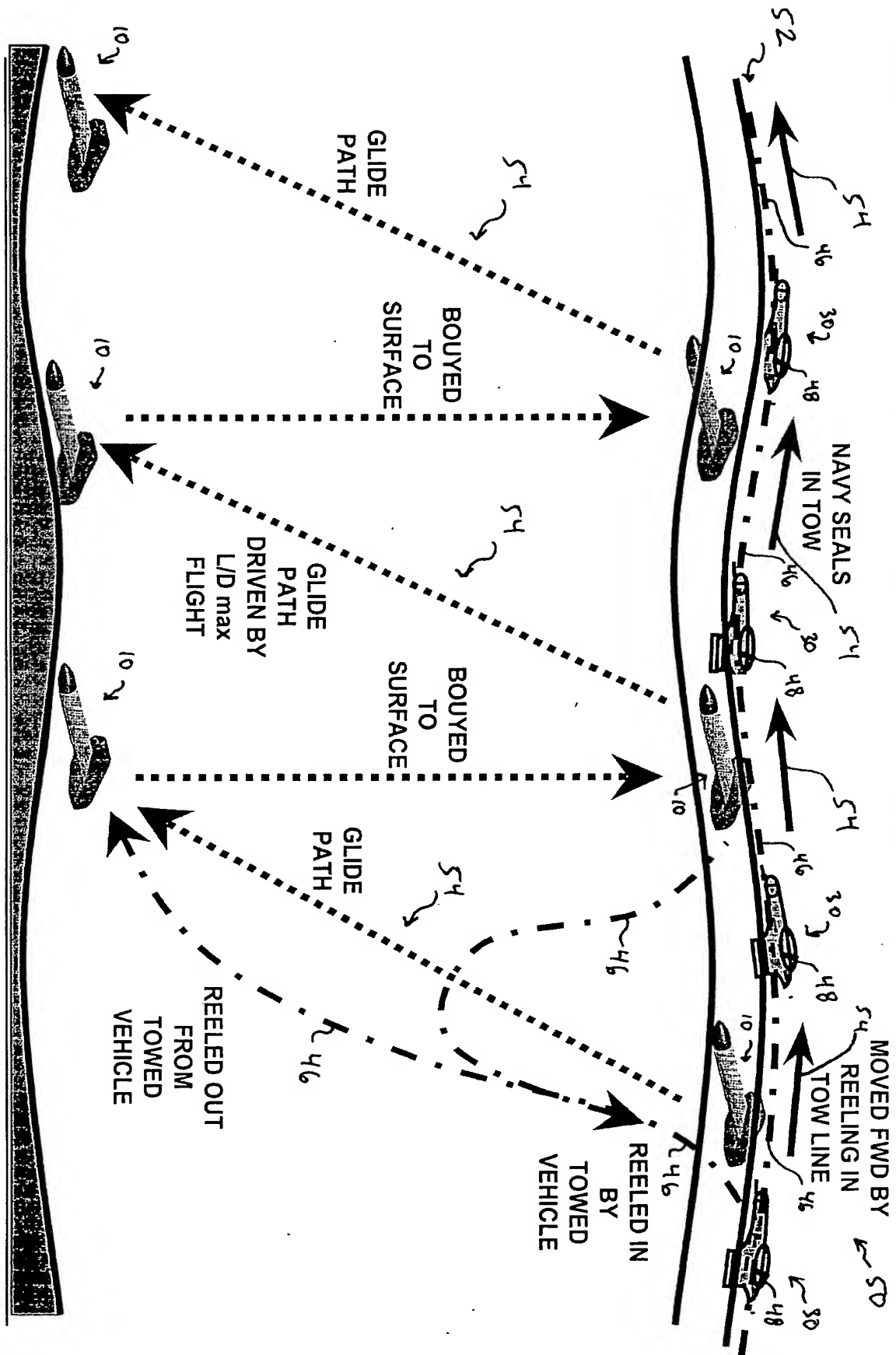
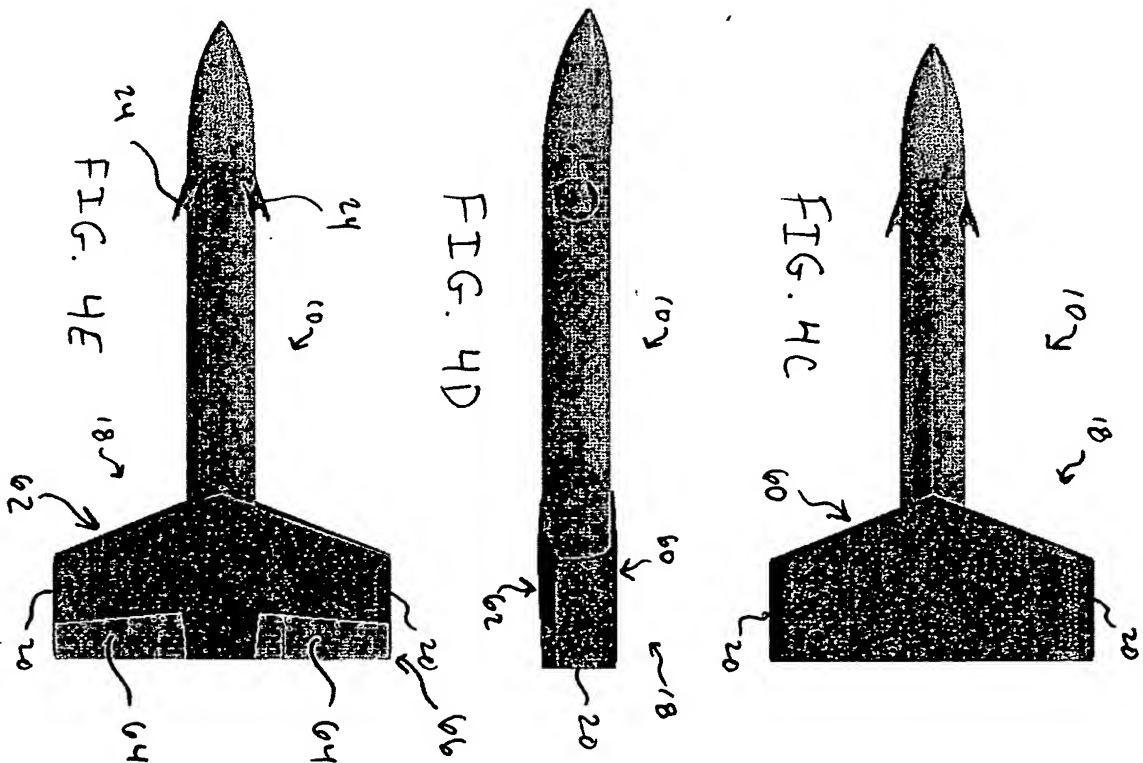
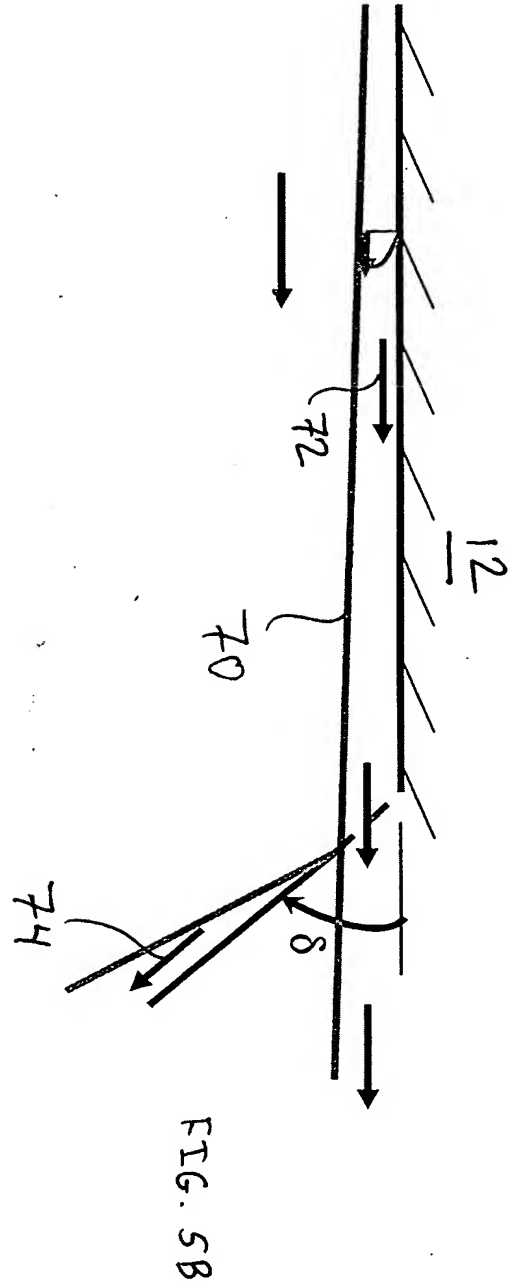
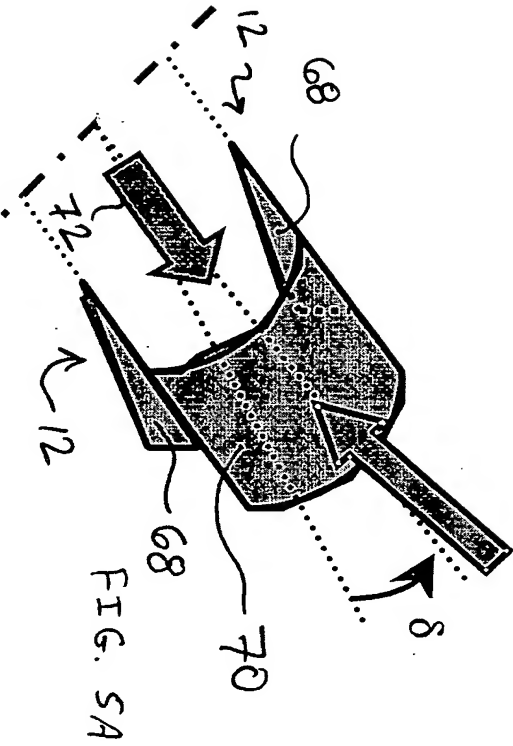
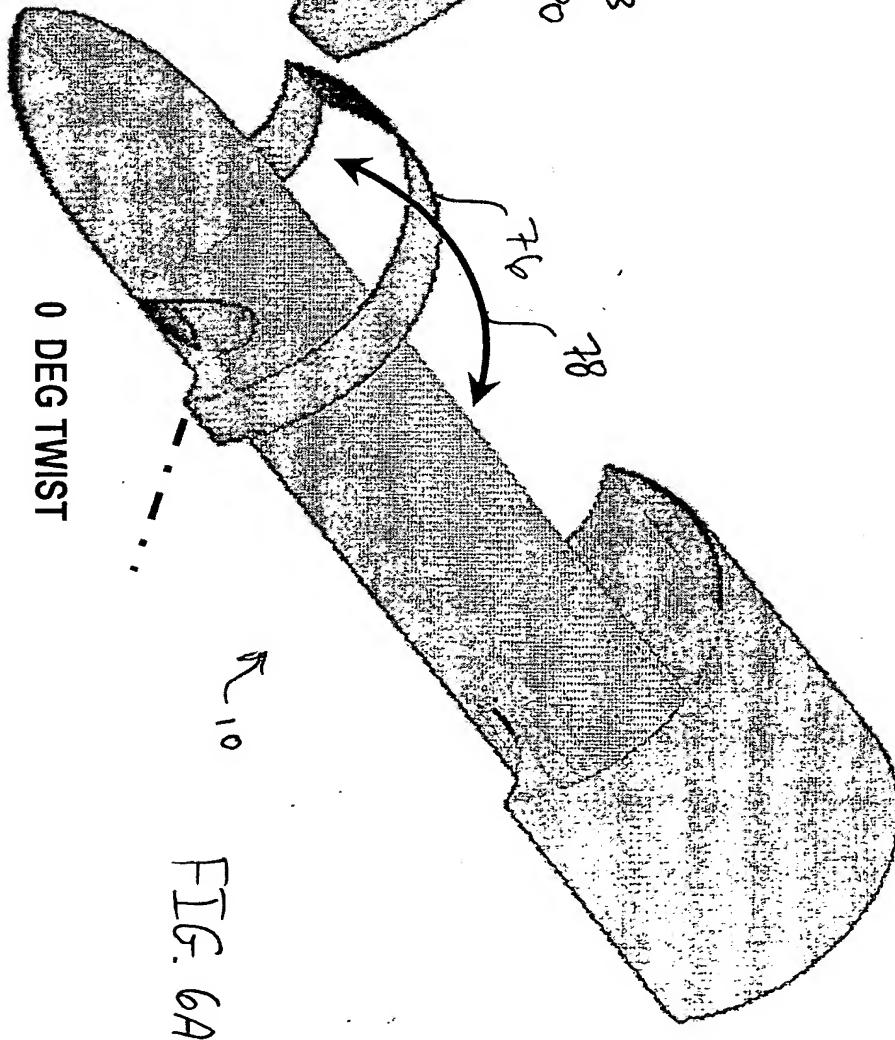
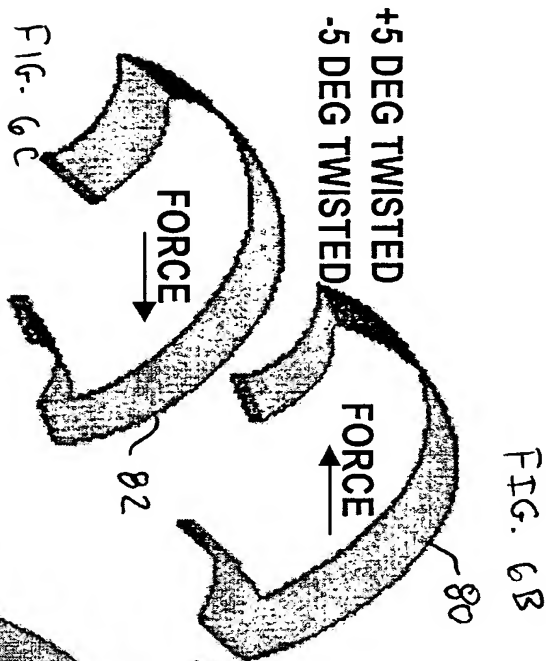


FIG. 3







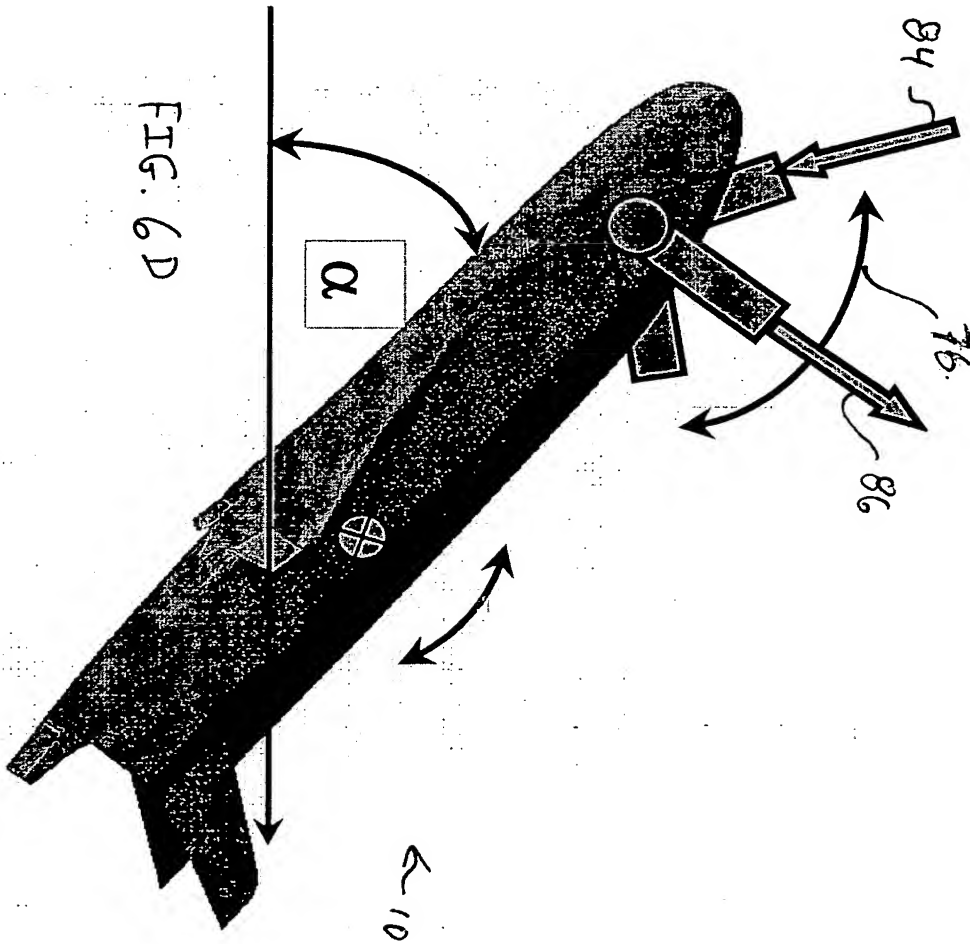
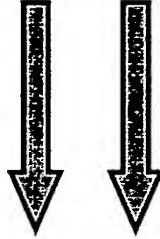


FIG. 6E

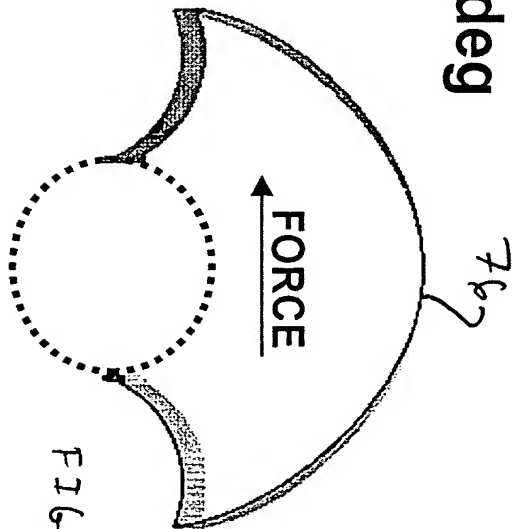
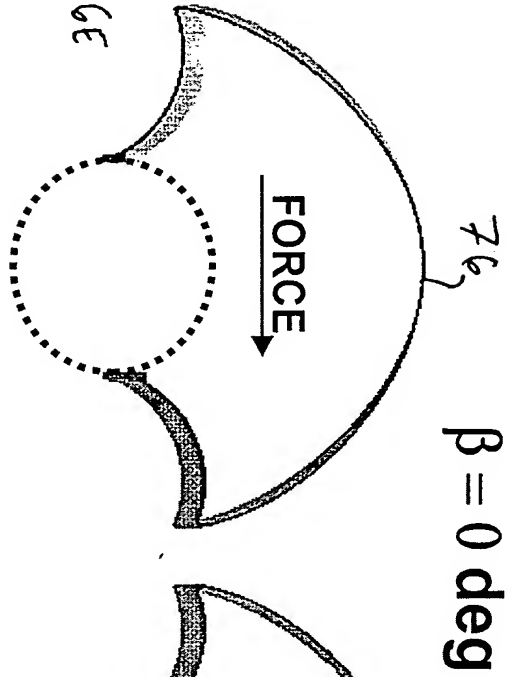


FIG. 6F

LOOKING AFT

FIG. 6G

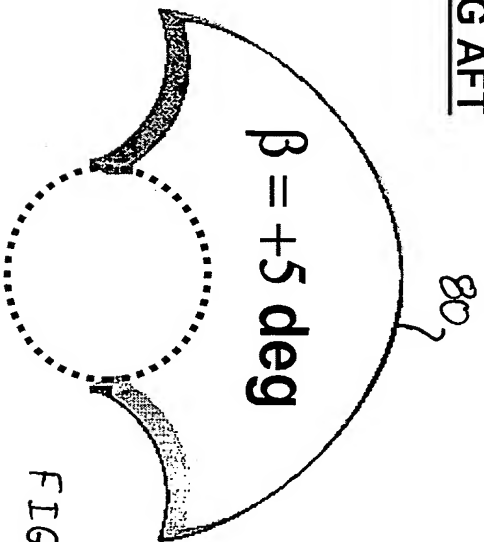
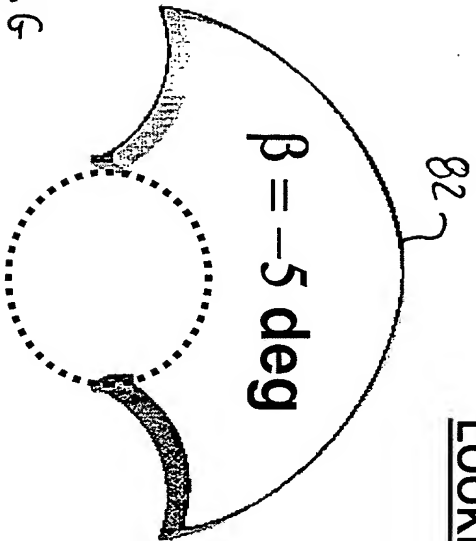


FIG. 6H

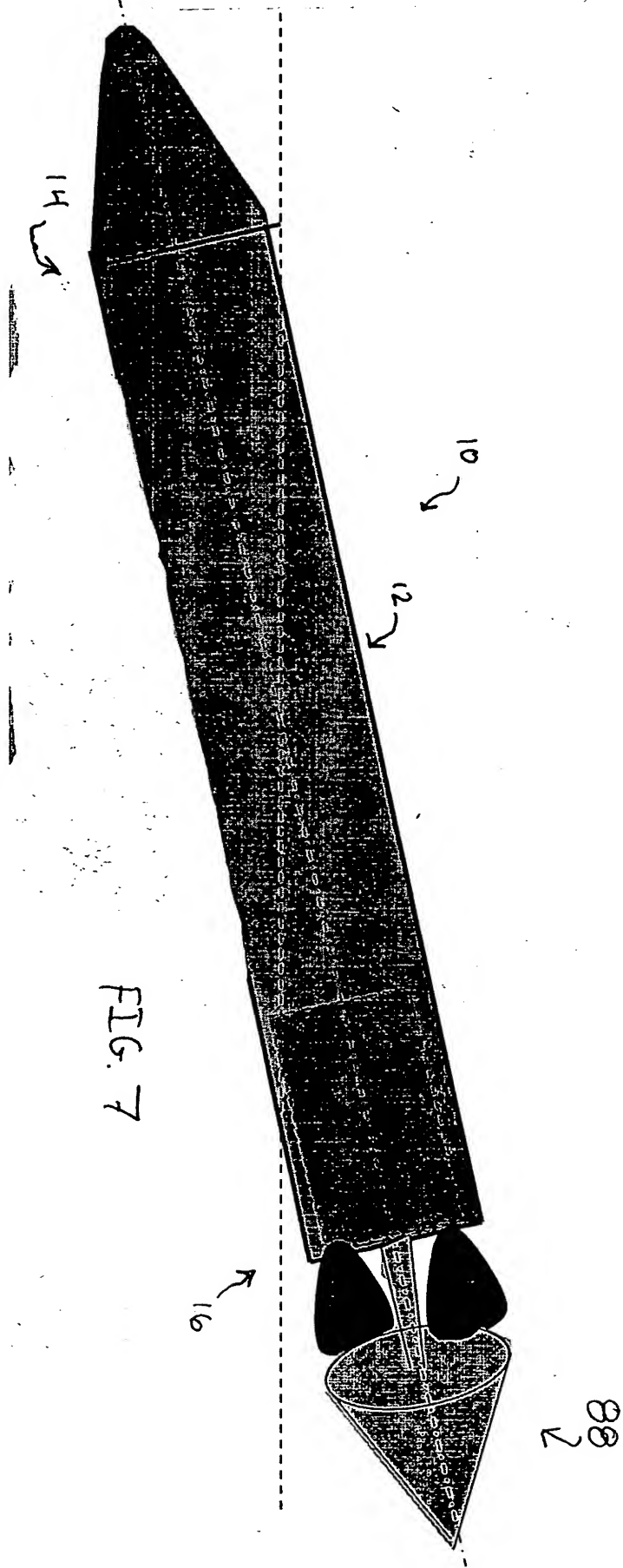
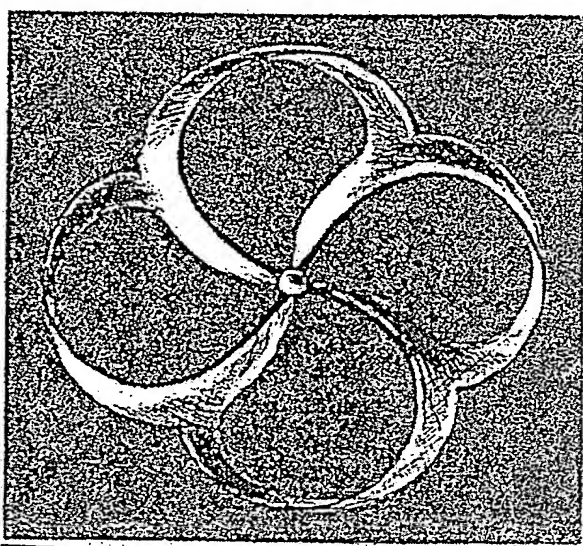


FIG. 8



FIG. 9



~92

FIG. 11

C_L vs Alpha at Mach 0.15 (lift enhancement).

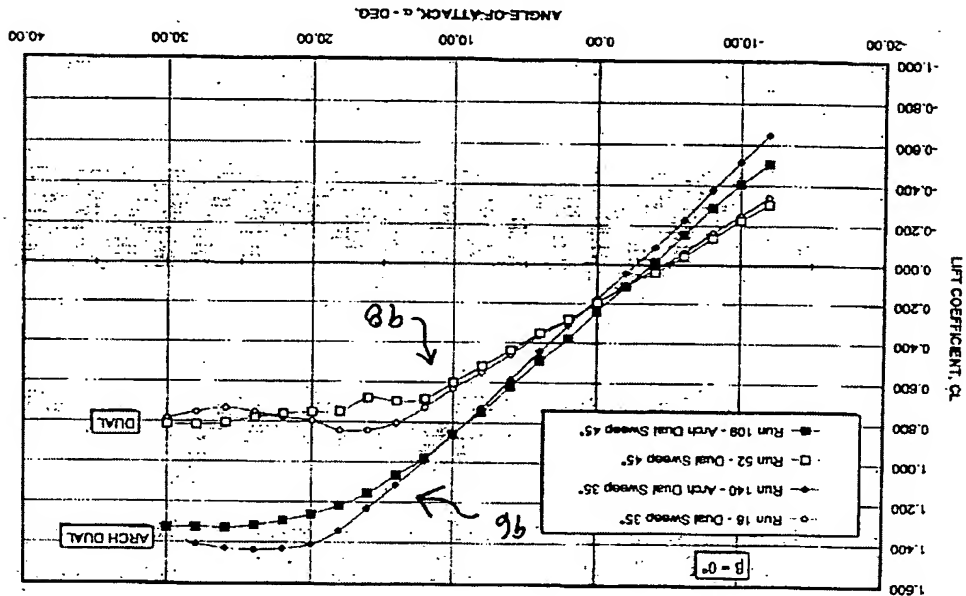


FIG. 10

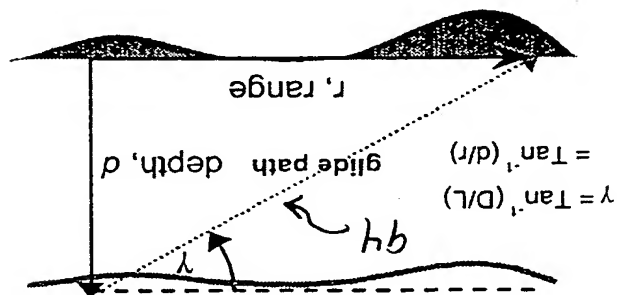


Figure 14. C_n vs β at Mach 0.15 (higher stability in sideslip).

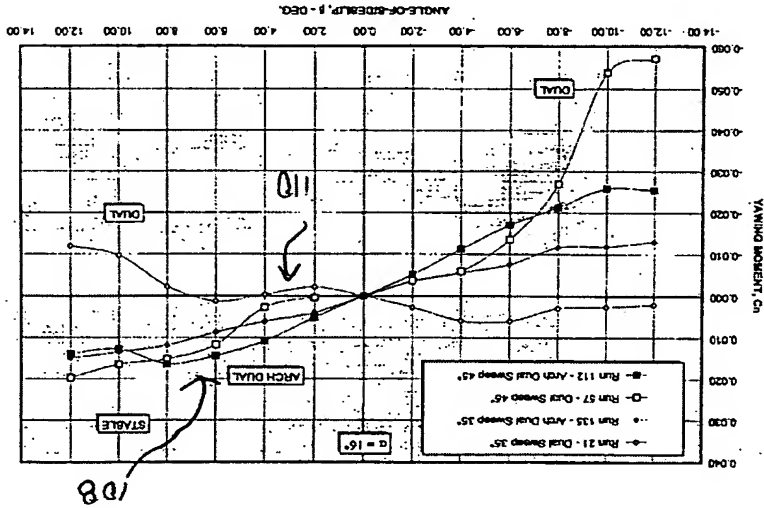


Figure 13. C_L vs C_m at Mach 0.15 (higher stability in pitch).

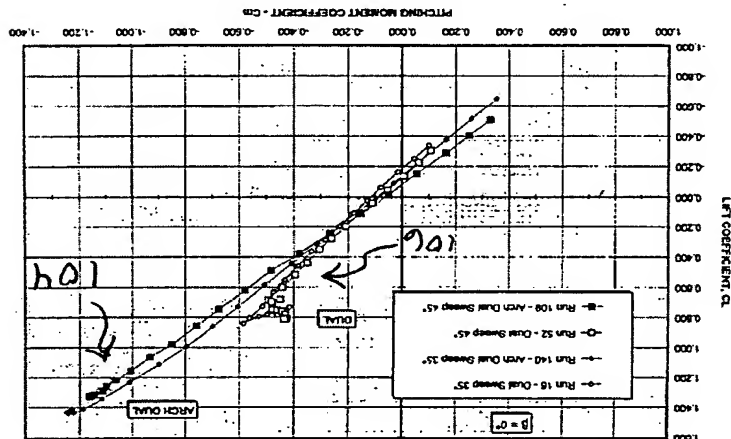
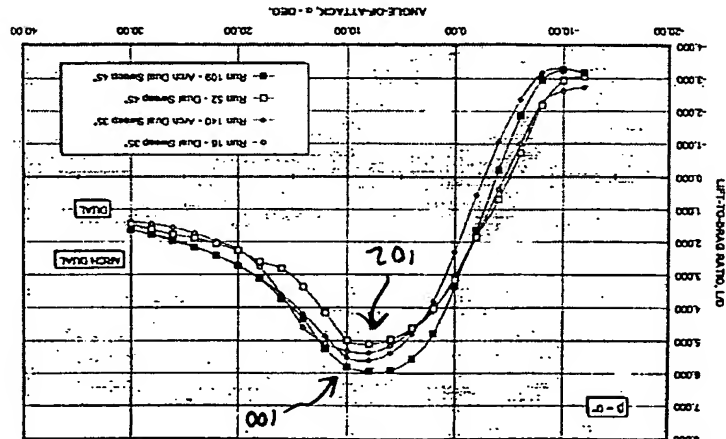


Figure 12. L/D_{max} vs Alpha at Mach 0.15 (increased glide range).



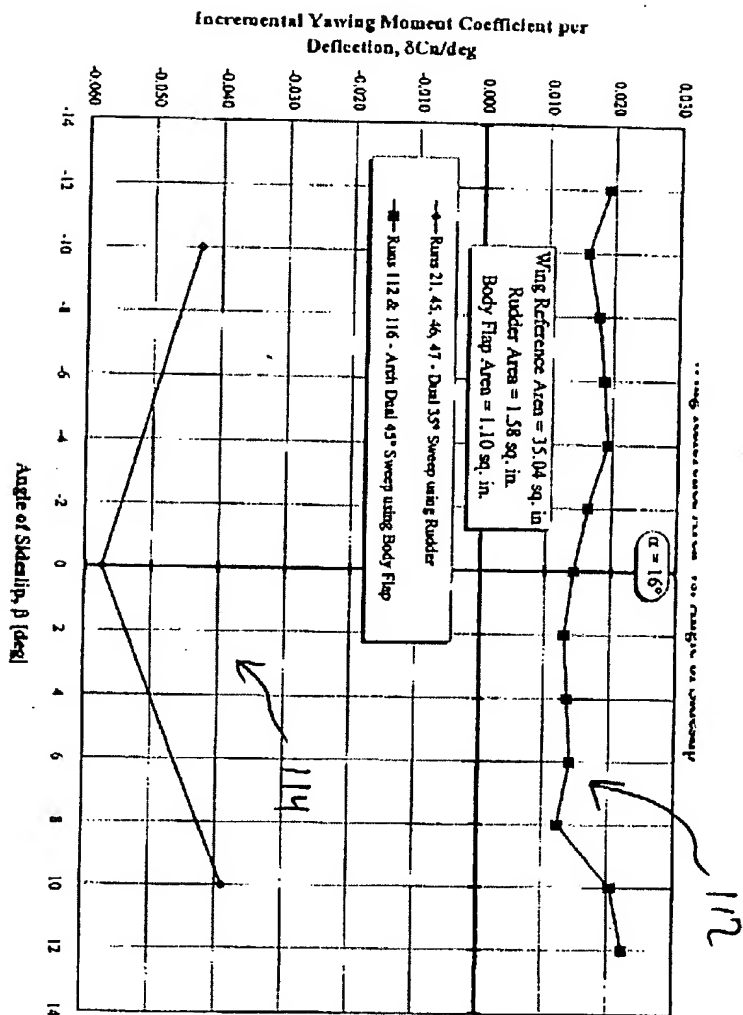


Figure 15 Incremental yawing moment coefficient per deflection vs angle of sideslip demonstrating yawing moment control.

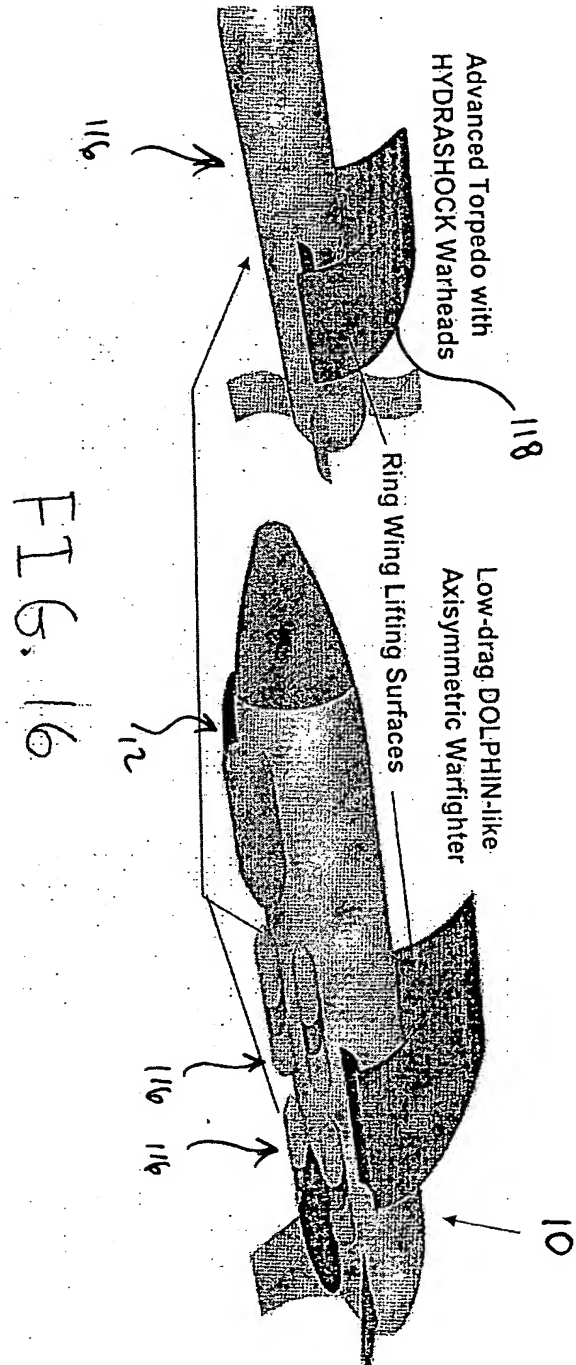


FIG. 17A

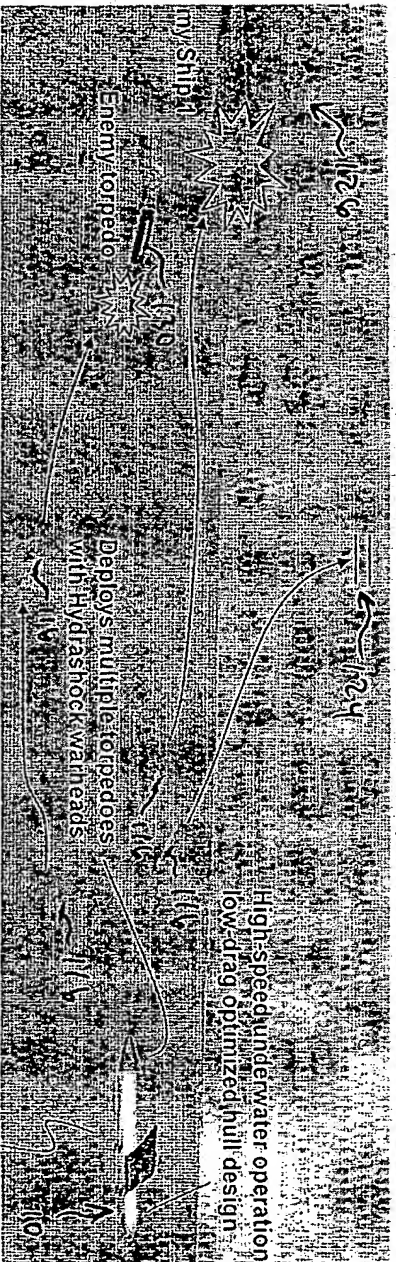
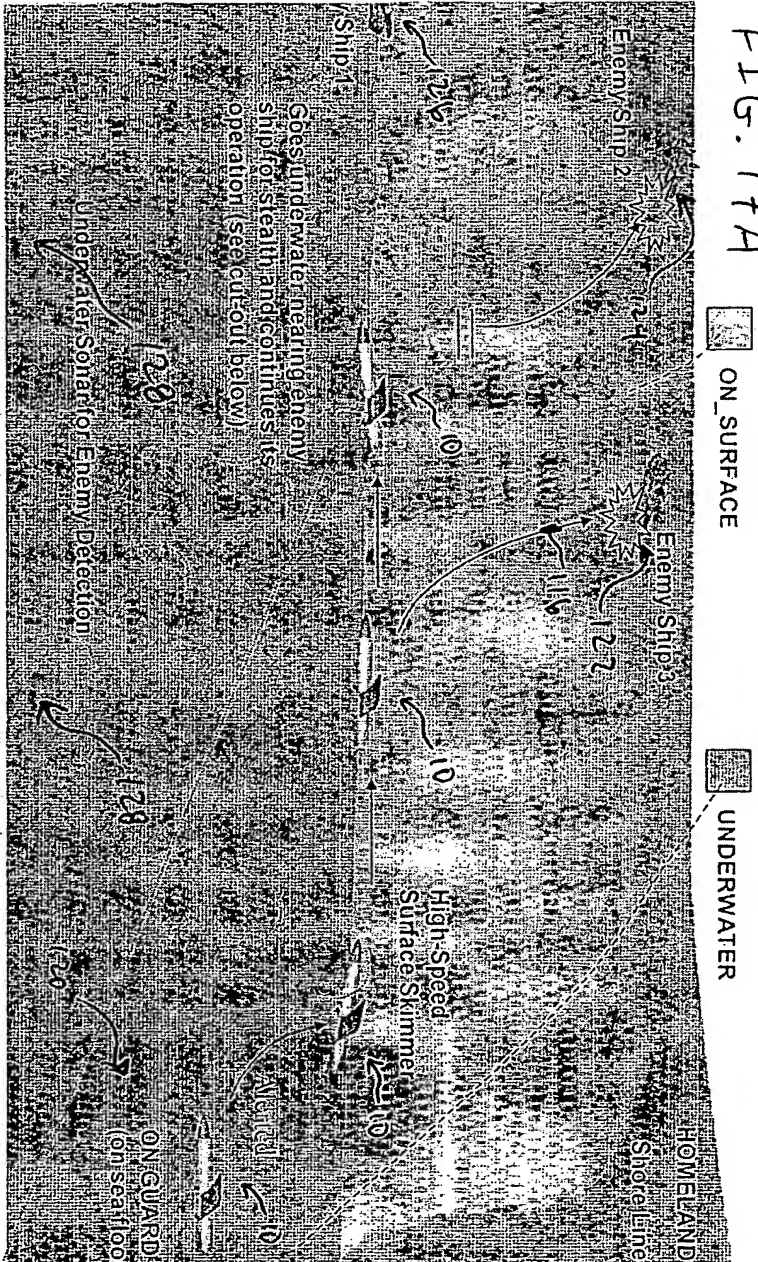
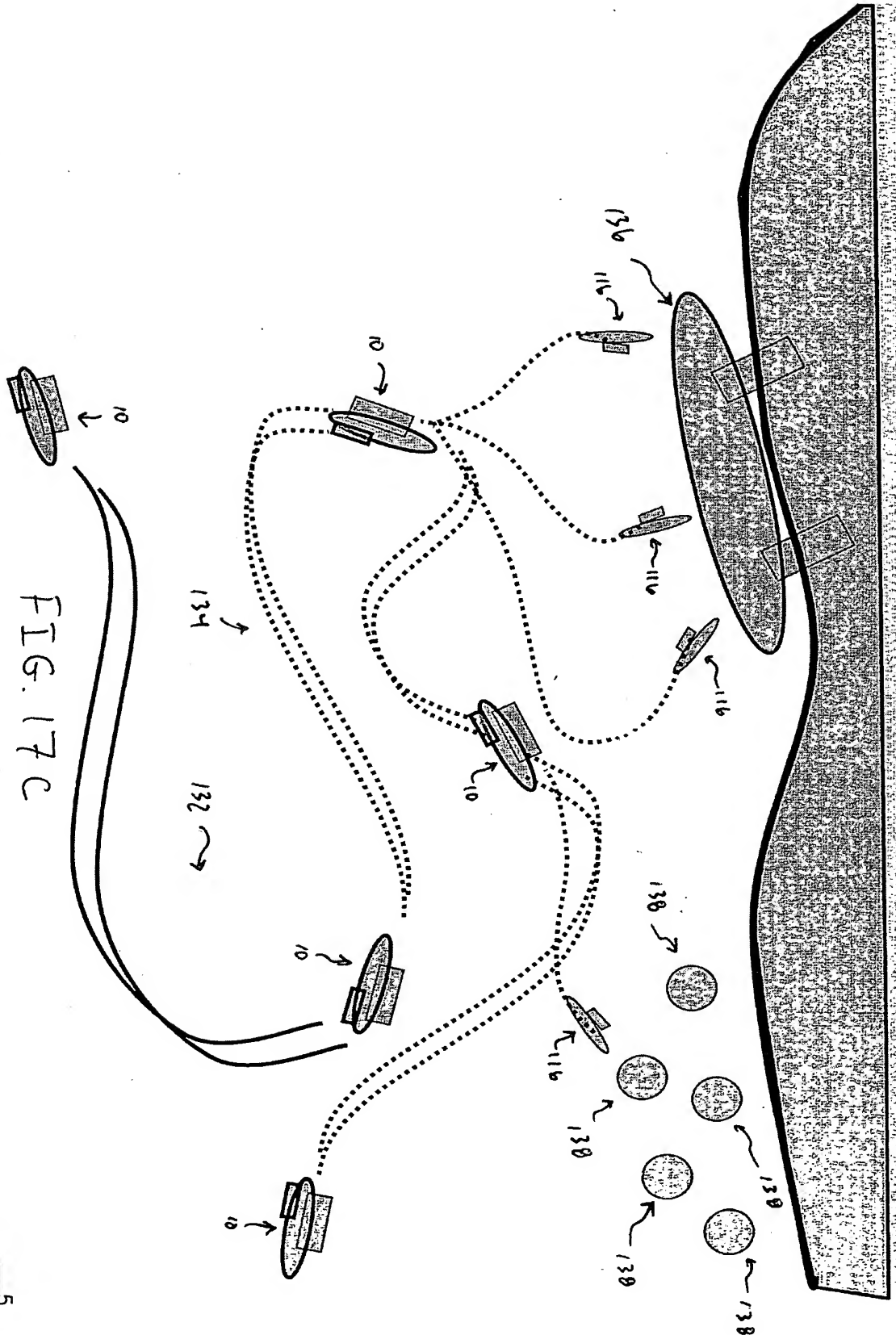
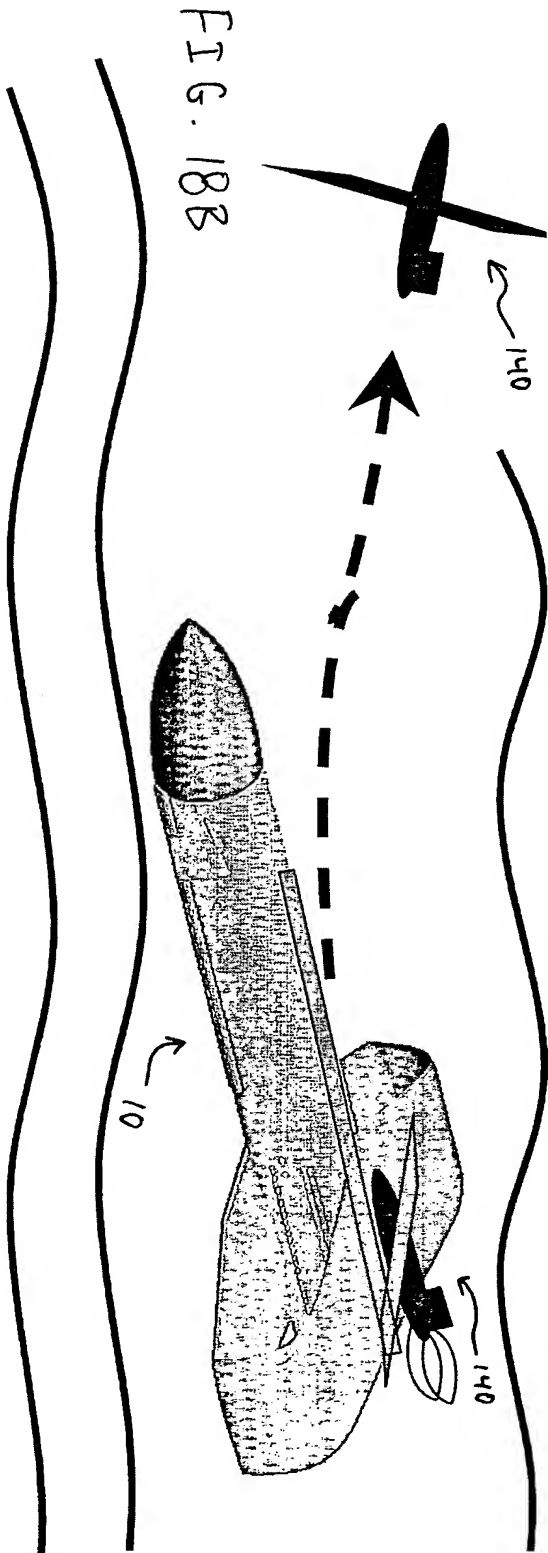
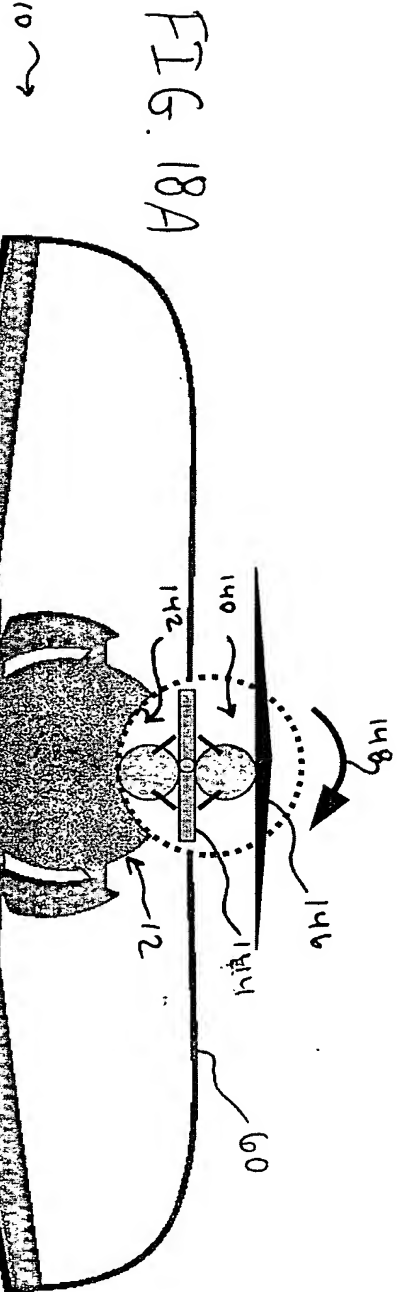
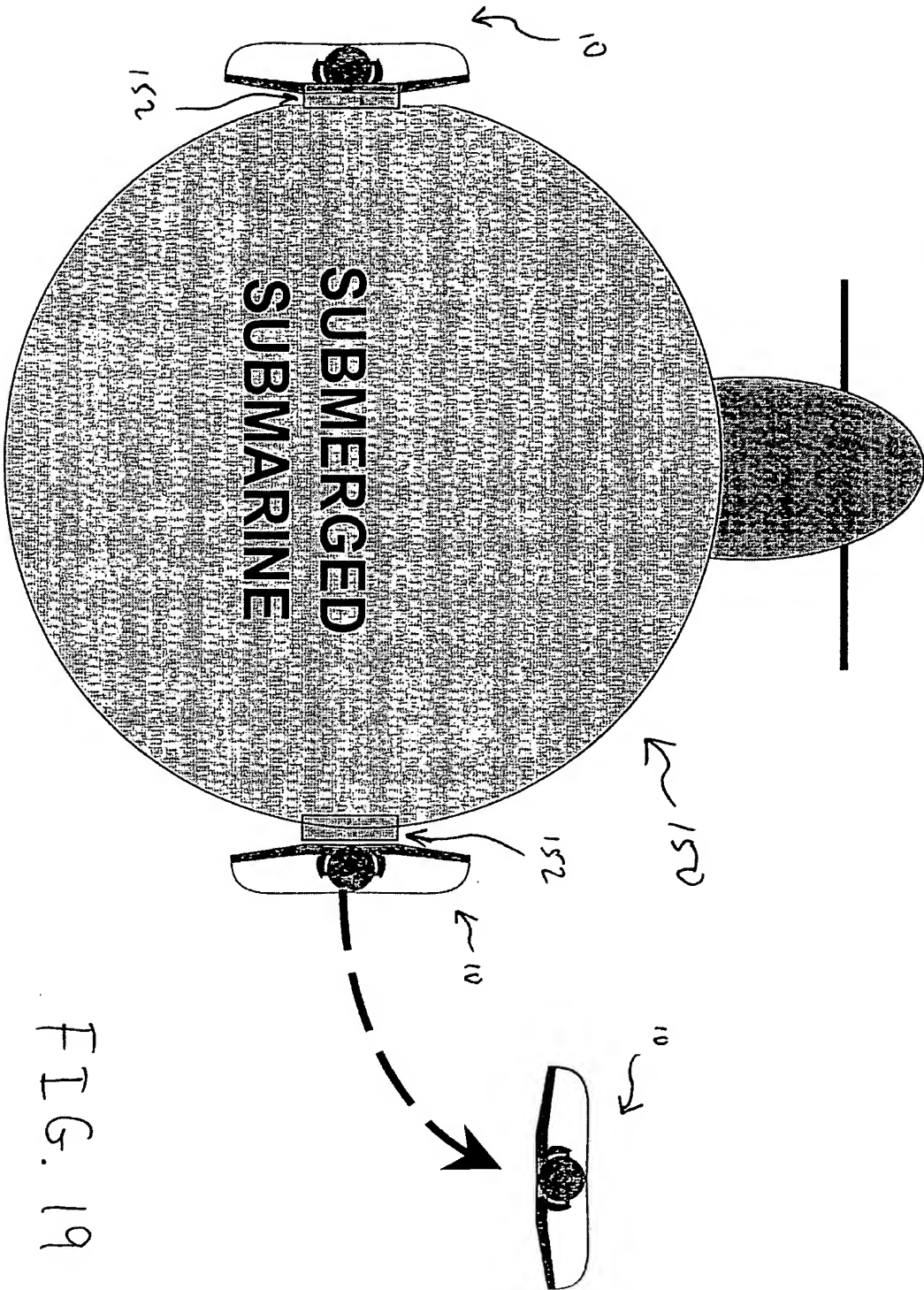


FIG. 17B







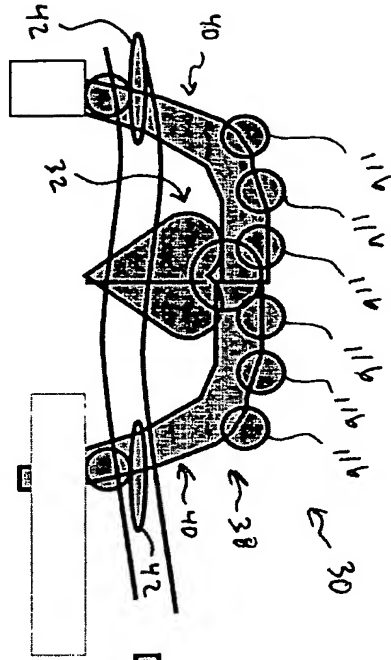


FIG. 20A

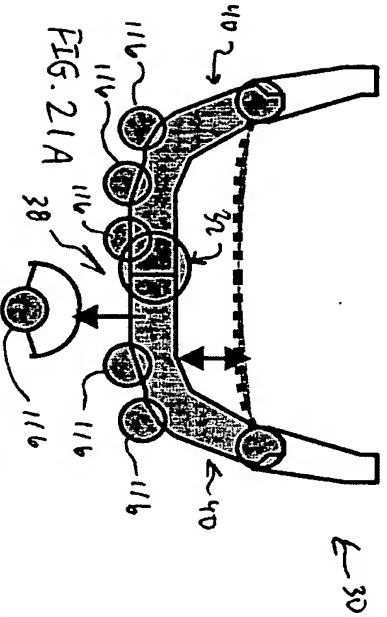


FIG. 21A

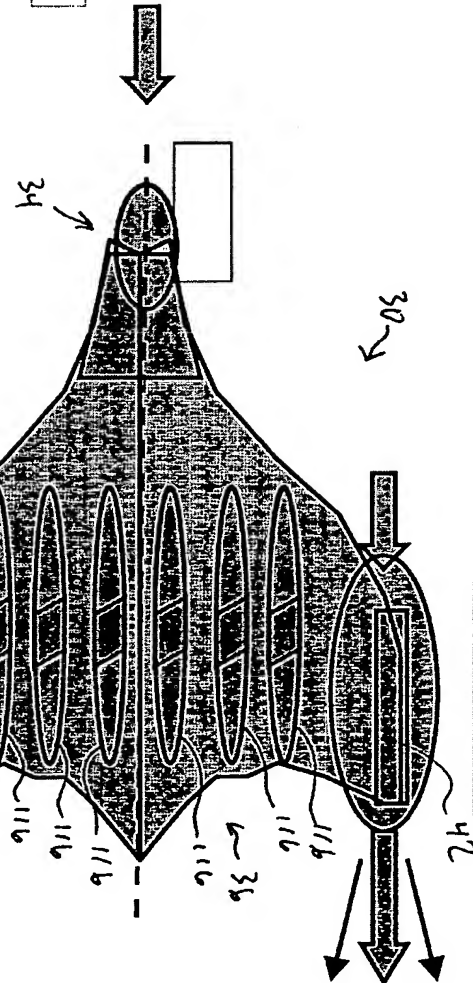


FIG. 20B

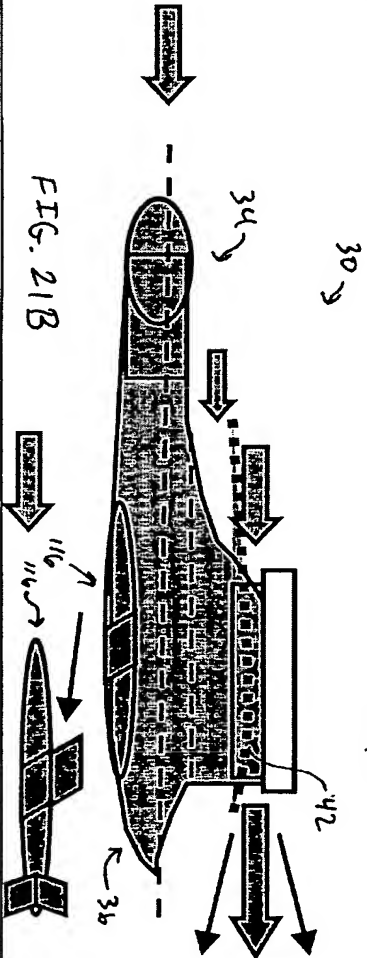


FIG. 21B